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ADOPTED BY
THE UPLAND CITY COUNCIL
April 8, 1996

Resolution No. 4695

VI
CIRCULATION ELEMENT

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Councilmember Gail Horton

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Appendix A

Level of Service 35

INTRODUCTION

A. Purpose

The Circulation Element concerns itself with the movement of people and goods along Upland's transportation network. Upland's transportation network consists of highways, streets, pedestrian paths, bikeways, air transport, buses, rail and paratransit services.

Preparation and adoption of this Circulation Element responds to the community's need for a balanced, multi-modal transportation system that is sensitive to land uses and the environment.

B. Relationship to Other Elements

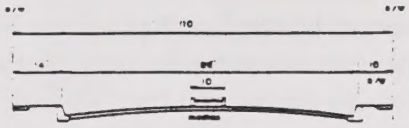
California Government Code Section 65302(b) requires that all General Plans include a Circulation Element consisting of the general location and extent of existing and proposed major thoroughfares, transportation routes, terminals and other local public utilities and facilities, all correlated with the Land Use Element of the General Plan.

The Circulation Element evaluates transportation circulation needs within the City and recommends circulation improvements that will accommodate the demands for transportation service generated by the Land Use Element of the General Plan. In turn, the Land Use Element prescribes appropriate land uses that are compatible with the volumes and types of traffic for the transportation network.

The Circulation Element maintains a functional relationship with the Noise Element in the determination of ambient noise levels, land use compatibility, and circulation planning principles to provide an environmentally balanced community. Transportation routes of scenic value are described in the Scenic Highways Element, as are implementation measures to protect and enhance their scenic attributes.

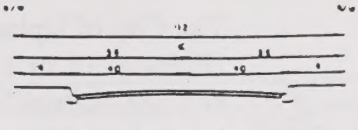
FULL CROSS SECTIONS

MAJOR HIGHWAYS



MOUNTAIN AVE. - I-10 FREEWAY TO FOOTHILL BLVD. (RT. 66)

SECTION - I



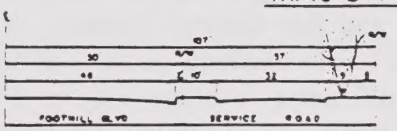
MOUNTAIN AVE. - 23rd ST. TO NORTH CITY LIMIT

SECTION - J

HALF CROSS-SECTIONS

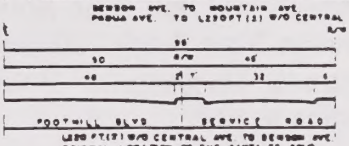
MAJOR HIGHWAYS

SECTION - A



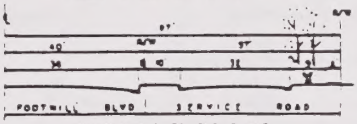
BENSON AVE. TO MOUNTAIN AVE. FROM AVE. TO LEROPT (2) W/O CENTRAL AVE.

SECTION - B



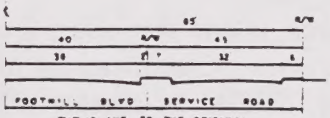
LEROPT (2) W/O CENTRAL AVE TO BENSON AVE. ORIGINAL LOCATION OF THE SANTA FE SPUR TRACKS TO EAST CITY LIMITS

SECTION - C



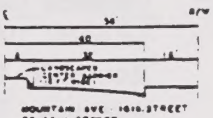
MOUNTAIN AVE. TO EUCLID AVE.

SECTION - D



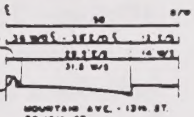
EUCLID AVE. TO THE ORIGINAL LOCATION OF THE SANTA FE SPUR TRACTS

SECTION - F



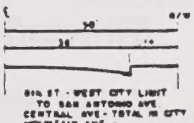
MOUNTAIN AVE. 16th STREET TO 23rd STREET

SECTION - G



MOUNTAIN AVE. - 13th ST. TO 16th ST.

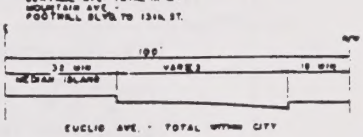
SECTION - H



19TH ST. FROM CAMPUS AVE. E E. CITY LIMITS

8th ST. - WEST CITY LIMIT TO SAN ANTONIO AVE CENTRAL AVE - TOTAL IN CITY MOUNTAIN AVE. FOOTHILL BLVD. TO 13th ST.

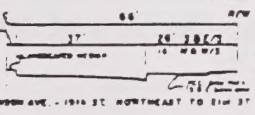
SECTION E



EUCLID AVE. - TOTAL WITHIN CITY

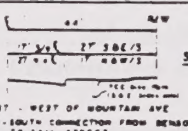
SECONDARY HIGHWAYS

SECTION - M



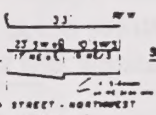
BENSON AVE. - 19th ST. NORTHEAST TO ELM ST.

SECTION - N



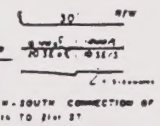
23rd ST. - WEST OF MOUNTAIN AVE NORTH - SOUTH CONNECTION FROM BENSON AVE. TO 20th STREET

SECTION - O



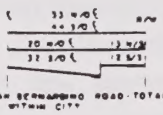
20th STREET - NORTHWEST OF BENSON AVE

SECTION - P



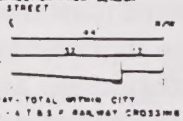
NORTH - SOUTH CONNECTION OF 20th TO 21st ST.

SECTION - R



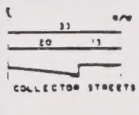
SAN BERNARDINO ROAD - TOTAL WITHIN CITY

SECTION - S



ARROW HIGHWAY - TOTAL WITHIN CITY
BENSON AVE. - A T & S F RAILWAY CROSSING TO 16th STREET
CAMPUS AVE. - FOOTHILL BLVD. TO THE NORTH CITY LIMITS
GROVE AVE. - TOTAL WITHIN CITY
SAN ANTONIO AVE. - TOTAL WITHIN CITY
7th ST. - BENSON AVE. TO MOUNTAIN AVE.
16th ST. - TOTAL WITHIN CITY
21st ST. - BENSON AVE. TO SAN ANTONIO AVE

SECTION - T



COLLECTOR STREETS

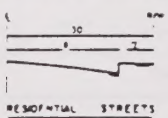
COLLECTOR STREET NOTE:

All Streets within the City Limits shown on this map not otherwise identified are COLLECTOR STREETS and conform to SECTION - T (Median Width Optional)

RESIDENTIAL STREET NOTE:

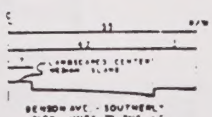
All Streets within the City Limits NOT SHOWN on this map are Residential Streets and Conform to SECTION - V

SECTION - V



RESIDENTIAL STREETS

SECTION - U



BENSON AVE. - SOUTHERLY CITY LIMITS TO THE A. T. & S. F. RAILWAY CROSSING

EXISTING CONDITIONS

A. Regional Circulation

The City of Upland is currently served by the San Bernardino Freeway (Interstate Highway 10 or I-10) which carries east/west traffic through the San Bernardino and San Gabriel Valleys. Main freeway access into the City is by way of off-ramps located at Mountain and Euclid Avenues. The I-10 is the major route for commuter travel and the movement of goods into the City. *Figure 1 Master Plan of Streets and Highways* indicates location of the I-10 through Upland and also the proposed alignment for the Foothill Freeway (State Route 30 or Route 30).

Route 30 will parallel the I-10, adding a second east/west circulation corridor between the San Bernardino and San Gabriel Valleys. It will run parallel and between 19th and 20th Streets in the northern portion of Upland. Design of the Route 30 freeway includes off-ramps into the City at Mountain and Campus Avenues. Upon completion, Route 30 will link State Route 210 with Interstate Highway 215. The segments between State Route 210 and the city of La Verne have been constructed. Remaining segments of Route 30 are tentatively scheduled for the start of construction in 1998.

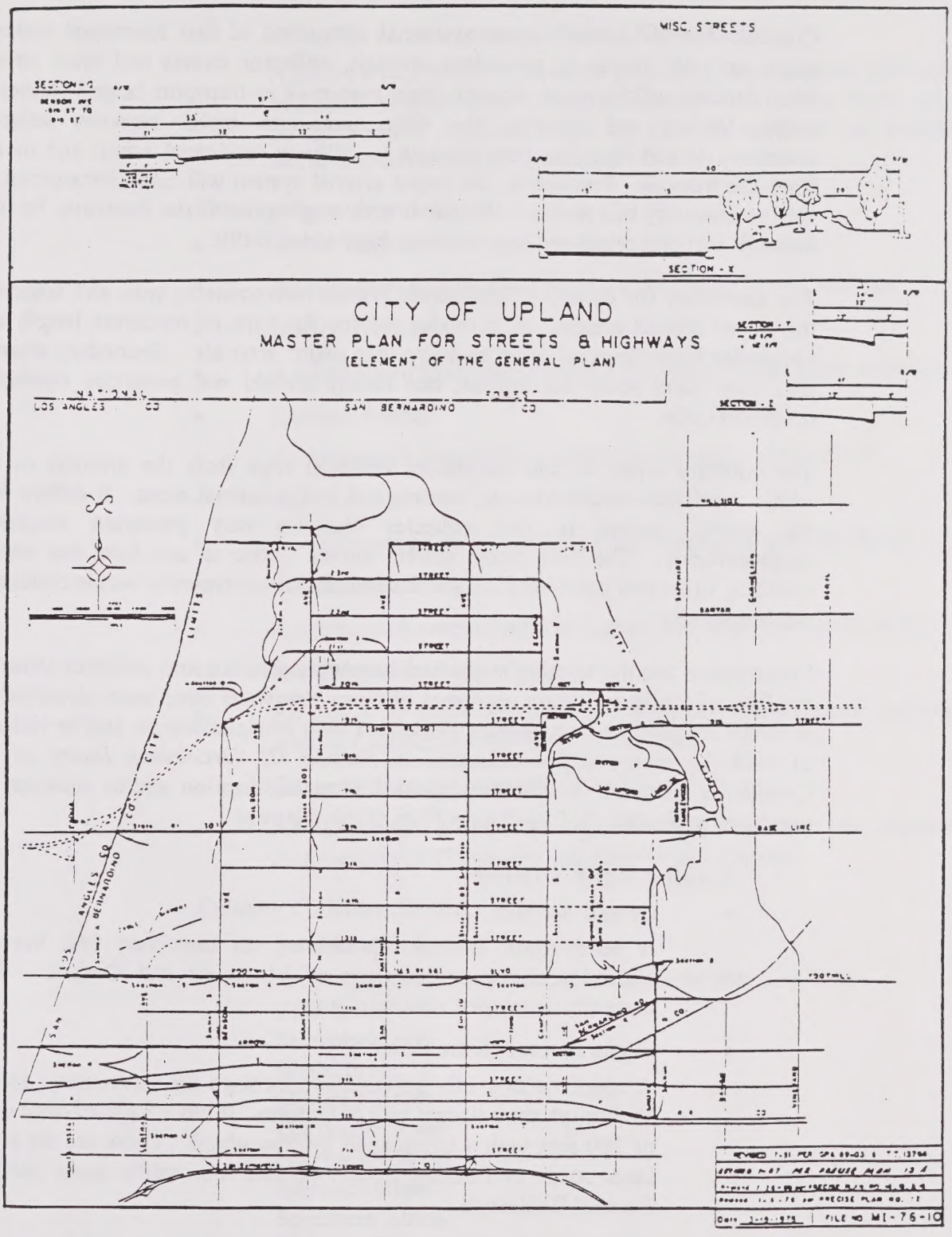
B. Streets/Highways

Public Streets

The most efficient public street system is one that offers a variety of streets, each having its own functional characteristics. Classifications of such a street system are based on a functional hierarchy, defined by number of travel lanes, roadway width (curb-to-curb), right-of-way (public property line to public property line) and traffic volumes. These classifications are established to provide minimum street design standards, but also to provide flexibility of design to respond to the unique and sensitive environment of the City.

The City of Upland is almost completely developed, with most traffic patterns well established. The street system is primarily a traditional grid, with east-west streets spaced at approximately one-quarter mile intervals and north-south streets at approximately one-half mile intervals.

FULL CROSS SECTIONS



Existing Street Classifications

Classification of Upland's street system is comprised of four functional systems: major arterials, minor or secondary arterials, collector streets and local streets. Main function of the major arterial street system is to transport large volumes of traffic leaving and entering the City; inter-area travel between adjacent communities and from business districts to outlying residential areas; and to and from the freeway. Frequently, the major arterial system will carry intra-urban, as well as inter-city bus routes. Arterial streets, together with the freeways, for m a network carrying relatively long distance, high-speed traffic.

The secondary (or minor) arterial street system interconnects with and augments the major arterial system. It provides service for trips of moderate length at a somewhat lower level of travel mobility than major arterials. Secondary arterials also may carry local bus routes, but ideally should not penetrate residential neighborhoods.

The collector street system distributes vehicular trips from the arterials to and within residential neighborhoods, commercial and industrial areas. It differs from the arterial system in that collector facilities may penetrate residential neighborhoods. The local street system moves traffic to and from the nearest collector street and provides access to individual parcels typically within residential neighborhoods.

Listed below are the existing major and secondary arterials and collector streets in the City of Upland. Certain segments of these roadways have been identified for potential re-classification. Issues associated with re-classification and/or redesign of roadway segments are discussed in *Section III Circulation Issues* of this Circulation Element Recommendations for re-classification and/or redesign are presented in *Section IV Circulation Plan* of this Element.

Existing Major Arterials:

- Central Avenue

  A north-south arterial representing an important link between Upland and the communities of Montclair and Ontario. It is currently developed with four lanes.

- Euclid Avenue (State Route 83)

  A major north-south thoroughfare through the community, as well as through the adjacent city of Ontario. It has a right-of-way width of 200 feet with a landscaped median island. There are six traffic lanes south of Foothill Boulevard and four traffic lanes north of Foothill Boulevard.

- Foothill Boulevard (State Route 66)

  An east-west arterial which services communities from San Bernardino to Los Angeles. The right-of-way width varies from

214 to 170 feet, with four traffic lanes and a frontage road (service road) for and uses which are predominately commercial.

- Mountain Avenue (portion of State Route 30)

  A traffic artery in the north-south grid, approximately one mile west of Euclid Avenue. It is developed as a six-lane arterial from the I-10 to Foothill Boulevard and as four lanes north of Foothill Boulevard to the north City limits.

Existing Secondary Arterials

- Arrow Highway
- An east-west arterial from the west City limits to 3rd Avenue.
- Benson Avenue
- A north-south from the southern City limits to Mountain Avenue.
- Campus Avenue
- A north-south arterial from south City limits to 23rd Street.
- Eighth Street
- An east-west arterial from Mountain Avenue to east City limits.
- San Antonio Avenue
- A north-south arterial serving Upland and adjacent communities.
- San Bernardino Road
- An east-west arterial diagonally connecting from Arrow Highway west of Campus Avenue to Grove Avenue.
- Sixteenth Street (portion of State Route 30)
- An east-west arterial through the City, as well as adjacent communities of Claremont and Rancho Cucamonga.

Existing Collector Streets:

- East/West Collectors

  Arrow Highway from Third Avenue to the east City limit
  Sixth Street
  Seventh Street
  Ninth Street
  Eleventh Street
  Thirteenth Street
  Fourteenth Street
  Fifteenth Street
  Seventeen Street
  Eighteenth Street
  Nineteenth Street (portion of State Route 30) from Mountain Avenue to east City limits

Twentieth Street
Twenty-first Street
Twenty-second Street
Twenty-third Street
Twenty-fourth Street
"A" Street
"C" Street
"D" Street.

- North/South Collectors

Alta Avenue
Deakin Avenue
First Avenue
Grove Avenue
Mildura Avenue
Second Avenue
Third Avenue
Wilson Avenue.

Local streets, although not listed because of their great number, are all recognized as part of this Circulation Element.

Private Streets

Upland currently has many developments with private streets. Maintenance of private streets is not the responsibility of the City. However, the design of all private streets is reviewed by the City Engineer in accordance with City Design Standards.

C. Parking

As an auxiliary function of the transportation system, the parking of vehicles is essential to the efficient flow of vehicular traffic. Parking is provided through variations of two basic methods: on-street and off-street parking. On-street parking generally includes the use of one or both sides of the street. Off-street parking includes private and/or municipal surface parking lots at grade, residential driveways, and private and/municipal parking structures (above and below grade garages and ramp structures).

D. Public Transportation

Upland has access to four modes of public transportation:

- Air Transportation
- Rail Transportation
- Bus Transportation

- Paratransit.

Air Transportation

Upland is currently well-served by airport facilities. Ontario International Airport, located approximately three miles southeast of Upland in the City of Ontario, serves the growing international air transportation needs of the eastern section of the Los Angeles Metropolitan area. It functions as a major satellite airport to Los Angeles International Airport, providing both passenger and air cargo service.

Cable Airport, located in the northwest portion of the City of Upland, serves the general aviation needs of the Upland community and adjacent cities. It is a privately owned, public use airport, serving customers with light personal and business airplanes.

Rail Transportation

Two major rail lines pass through the City of Upland: the Santa Fe Line located between Eighth and Ninth Streets, and the former Southern Pacific Line located between Ninth Street and Arrow Highway. Both lines run in an east-west direction. The Santa Fe Line carries both freight and passenger traffic (MetroLink; Amtrak). The former Southern Pacific Line is idle, but remains as a designated transportation corridor.

Under the direction of the San Bernardino Association of Governments, the Upland Metrolink line was installed in 1992 as part of a regional congestion management program to help relieve commuter traffic along freeways. The Upland Metrolink line links to Orange, Riverside and Los Angeles County passenger rail systems. The Amtrak line provides inter-county passenger transport.

Bus Transportation

Bus transportation service in the City of Upland is provided by the Omnitrans system (a joint powers agency of which Upland is a member). The bus system operates through different parts of the City, enabling Upland citizens to reach all parts of the San Bernardino Valley with minimal transfers.

Paratransit

Paratransit provides demand-response transportation by which service is obtained by calling the local dispatch center and arranging for a pick-up at a specified time at a residence or other desired place. Omnitrans currently provides two modes of demand-response service to Upland: dial-a-cab and Access Service. Dial-a-cab is a discount travel program for seniors and persons with disabilities, utilizing local taxi services. Access Service is a discount curb-to-curb shuttle service available for persons with disabilities. A private taxi service also operates in Upland.

E. Nonmotorized Transport

Nonmotorized transport encompasses bicycle and pedestrian circulation. Both bicycling and walking/jogging are modes of recreation and transportation. Bikeways are an increasingly important component of the regional circulation system. Increased bike use for commuting and non-work trips contributes to a reduction in air pollution and vehicular traffic congestion. Section 2373 of the California Streets and Highways Code defines "Bikeways" as follows:

- **Class I Bikeway:** A completely separated right-of-way designated for the exclusive use of bicycles and pedestrians with cross-flows by motorists minimized.
- **Class II Bikeway:** A restricted right-of-way designed for the exclusive or semiexclusive use of bicycles with through travel by motor vehicles or pedestrians prohibited, but with vehicle parking and cross-flows by pedestrians and motorists permitted.
- **Class III Bikeway:** A right-of-way designated by signs or permanent pavement markings and shared with pedestrians or motorists.

Pedestrian circulation primarily consists of sidewalks and multipurpose trails. Provision of signage and amenities on pedestrian pathways is a concern of the Circulation Element.

CIRCULATION ISSUES

A. Relationship to Land Uses

Buildout in accordance with the updated Land Use Element is forecast to maintain an acceptable level of trip generation. This will require that a system of roadways be implemented that provides adequate capacity to accommodate traffic generated by land uses in the City at an acceptable Level of Service while accommodating regional traffic passing through and around the community.

Impacts of traffic on residential neighborhoods should be minimized. This will require traffic generated by destination activities such as the Civic Center, the hospital and the Town Center, to be directed to the major highway designations to minimize internal cross circulation.

B. Traffic Volumes

Table 1 presents the existing average daily traffic volumes and Levels of Service for major roadway segments within Upland. Consistent with California Government Code Section , the San Bernardino County 1992 Congestion Management Program requires designated arterial roadways to maintain a Level of Service no worse than Level of Service E. (Reference Appendix A, *Level of Service Description*.) In the City of Upland, six arterial roadways are designated by the Congestion Management Plan as part of the regional transportation system. These include:

- Central Avenue
- Euclid Avenue
- Mountain Avenue
- Foothill Boulevard
- 8th Street, from west City limits to Mountain Avenue
- 16th Street.

Along these designated roadways, traffic improvements necessary to comply with Level of Service criteria should be accommodated. This will require planning a transportation system that can support buildout of the General Plan Land Use Element, while accomodating inter-city cross traffic. (Buildout for the purposes of transportation planning is calculated as the year 2015.)

TABLE 1

Existing Traffic Volumes & Level of Service

	Current Conditions (1995)	
Street Name and Segment	Traffic Volume	Level of Service
North and South Routes		
Benson Avenue		
South City Limit to Foothill Blvd.	12,800	A
Foothill Blvd. to 16th St.	13,500	A
16th St. to 21st St.	14,100	A
Campus Avenue		
South City Limit to Foothill Blvd.	8,800	A
Foothill Blvd. to 16th St.	12,900	A
16th St. to 20th St.	3,400	A
20th St. to 23rd St.	3,000	A
Central Avenue		
* South City Limit to Foothill Blvd.	13,800	A
Euclid Avenue		
* South City Limit to Foothill Blvd.	38,000	B
* Foothill Blvd. to 16th St.	24,000	A
* 16th St. to 21st St.	15,700	A
Mountain Avenue		
* South City Limit to Foothill Blvd.	34,900	A
* Foothill Blvd. to 16th St.	15,900	A
* 16th St. to 21st St.	7,700	A
East and West Routes		
Arrow Highway		
West City Limits to Benson Ave.	14,800	A
Benson Ave. to Euclid Ave.	14,000	A
Euclid Ave. to East City Limits	14,000	E
Foothill Boulevard		
* West City Limits to Mountain Ave.	29,500	C
* Mountain Ave. to Euclid Ave.	30,000	C
* Euclid Ave. to East City Limits	30,000	C
6th Street		
Benson Ave. to Mountain Ave.	8,000	A
Mountain Ave. to Euclid Ave.	9,000	A
Euclid Ave. to East City Limits	7,000	A
8th Street		
* West City Limits to San Antonio Ave.	14,000	A
San Antonio Ave. to East City Limits	8,633	A
16th Street		
* West City Limits to Benson Ave.	28,000	B
* Benson Ave. to Mountain Ave.	23,200	A
* Mountain Ave. to Euclid Ave.	23,200	A
* Euclid Ave. to East City Limits	27,700	B

C. North Campus Avenue

The City 1982 General Plan designated Campus Avenue between 20th and 23rd Streets as a four-lane secondary highway . Between 22nd and 23rd Streets, Campus Avenue was constructed to this standard as housing development occurred during the early 1980's. In 1992, the City completed a capital project to construct the remaining segment from 22nd Street to 19th Street. This segment was constructed as a two-lane facility and connected the existing residential neighborhoods north of 22nd Street with the intersection of 19th Street and Campus Avenue. Upon completion of this segment, residents in and around the 2200 and 2300 blocks expressed concern that building Campus Avenue to its ultimate four-lane width would increase traffic volumes and speeds, noise and crime.

In response to these neighborhood concerns, the need to construct Campus Avenue between 20th and 23rd Streets as a four-lane roadway should be reexamined.

D. Mountain Avenue and 24th Street

Currently, 24th Street connects with Mountain Avenue as a "T" intersection. The City 1982 General Plan designated that 24th Street at Mountain Avenue be constructed as a cul-de-sac. In 1992, property owners in the southwest corner of this intersection submitted a site plan to the City depicting the ultimate configuration as a cul-de-sac. This site plan suggested that construction of the cul-de-sac could have an impact on this property and the adjacent City San Antonio Park. The only entrance to San Antonio Park is located on 24th Street. Therefore, the need to construct a cul-de-sac at the 24th Street and Mountain Avenue intersection should be reexamined.

E. Eighth Street

The City 1982 General Plan designated 8th Street through the City as a primary arterial with a 72' four-lane roadway within a 100' right-of-way. The section between Benson and San Antonio Avenues has already been built to this standard. The adopted 1990 Southeast Quadrant General Plan reclassified 8th Street between Euclid Avenue and the east City limit from a primary arterial to a secondary arterial with a 64' four-lane roadway within an 80' right-of-way. Current configuration of 8th Street from San Antonio Avenue to the east City limit is a two-lane roadway.

Property owners in and around the vicinity of 8th Street expressed concern that widening the roadway from its current two lanes to the designated four-lane primary/secondary arterial would negatively impact their properties. Specifically, the property owners were concerned that the widening would: (1) significantly

increase traffic; (2) encroach into the front yards of residential properties; and (3) remove needed on-street parking. The need to widen 8th Street between San Antonio Avenue to the east City limit should be reexamined.

F. Foothill Boulevard Service Roads

Along most segments of Foothill Boulevard between Grove Avenue and the County line, service roads are currently developed in the street right-of-way. Service roads provide access to adjacent parcels. Generally, service roads permit two-way traffic and parallel parking on both sides of the roadway. Exceptions to this service road configuration exist in front of the high school on the south side of Foothill Boulevard between San Antonio and Redding Way, and at Memorial Park on the south side of Foothill Boulevard east of Eleventh Avenue. In front of the high school, angle parking is provided which is accessed by a one-way eastbound service road. Fronting Memorial Park perpendicular stalls are provided, and tow-way traffic is permitted.

Currently, access ways to and from the service roads to Foothill Boulevard and adjacent parcels are irregularly spaced, resulting in potential vehicle conflicts. Safe and efficient access along Foothill Boulevard is necessary. At the same time, on-street parking along the service roads is highly valued by the adjacent commercial establishments. Possible solutions could require phasing out or redesign of existing service roads.

G. Truck Routes

In recent years, the City has had an increase in truck traffic associated with the development of commercial and industrial land. In order to eliminate (as much as possible) the conflicts of truck traffic with car and pedestrian traffic, and to maintain a safe circulation system, a truck route plan is necessary.

H. Town Center Parking

Town Center has been identified as an area in the City in which potential parking problems could arise. Town Center is located in Upland's southeast quadrant, and generally bounded by Arrow Highway to the north, the Metrolink rail line to the south, Sixteen Avenue to the east, and Euclid Avenue to the west. In this area, there currently are eleven public parking lots that accommodate off-street parking needs for Town Center patrons, merchants, residents and Metrolink commuters. Combined these parking lots provide 537 spaces. Major issues associated with Town Center parking are conflicts between retail patrons and Metrolink commuters and enforcement of parking regulations. Strategies to address these Town Center parking issues are needed.

CIRCULATION PLAN

A. Regional Transportation Plans

Currently, the San Bernardino Association of Governments (SANBAG) in cooperation with the participating cities is preparing the Comprehensive Transportation Plan (CTP) for the County. The CTP will address traffic circulation needs for the year 2015 and beyond. It is being developed to find multi-modal transportation solutions for projected San Bernardino County population, housing and employment growth, including that for Upland. Scheduled for completion in 1997, the CTP will update and supersede the County 1992 Congestion Management Plan and be incorporated into the region-wide Southern California Association of Governments (SCAG) CTP. The City of Upland will coordinate with SANBAG to incorporate this Circulation Plan with the county and regional CTP process.

B. Master Plan of Streets and Highways

The recommended circulation system is designed to accommodate the transportation requirements of the updated Land Use Element by maintaining acceptable levels of service on each segment of the street network. At the same time, the recommended system intends to protect, to the maximum extent possible, the present character and neighborhood environment of the community.

Total vehicular trips generated by buildout of the Land Use Element plan do not warrant any major changes to the City street system. *Figure 1 Master Plan of Streets and Highways* depicts the City Circulation Plan by street classification. Major and secondary arterial and collector street alignments and ultimate cross-sections are included in the plan.

Table 2, below, depicts maximum daily roadway capacities by street classification. Vehicular traffic on Upland's road system should not exceed these capacities.

Table 2
MAXIMUM DAILY ROADWAY CAPACITIES

Classification	Typical Lane Configuration	Maximum Traffic Volumes	
		L.O.S. D *	L.O.S. E **
Collector	2 Lanes Undivided	13,200	14,400
Secondary	4 Lanes Undivided	26,400	28,800
Secondary	4 Lanes Divided	35,200	38,300
Major	6 Lanes Divided	52,800	57,500

* L.O.S. = Level of Service

** Minimum acceptable level of service per County Congestion Management Plan

Figure 2 depicts the buildout (year 2015) average daily traffic volumes for major City roadway segments. Table 3 presents buildout traffic volumes by major roadway segment and compares these volumes to maximum roadway capacities. Table 4 presents the buildout Levels of Service for major roadway segments. Buildout traffic volumes were calculated by applying the Upland Travel Demand Forecast Model to the city-wide street and highway system, and the CTP model output to designated CMP arterials. As shown in Tables 3 and 4, all roadway segments are forecast to remain below their maximum capacity, with most roadways operating at or above Level of Service "C". Upland's six designated Congestion Management Plan arterial segments are forecast to remain at or above Level of Service "E".

C. Street Improvements

Issues related to major and secondary arterials and collector streets discussed in Section III of this Element, above, are resolved and incorporated in this Circulation Plan for the City of Upland.

TABLE 3

Buildout (Year 2015) Traffic Volumes

	Street Name and Segment	Recommended General Plan Classification	General Plan Update	Maximum Capacity
	North and South Routes			
	Benson Avenue			
	South City Limit to Foothill Blvd.	Secondary	26,105	28,800
	Foothill Blvd. to 16th St.	Secondary	27,632	28,800
	16th St. to 21st St.	Secondary	14,852	28,800
	Campus Avenue			
	South City Limit to Foothill Blvd.	Secondary	11,859	14,400
	Foothill Blvd. to 16th St.	Secondary	21,900	28,800
	16th St. to 20th St.	Secondary	26,603	28,800
	20th St. to 23rd St.	Collector	3,893	14,400
	Central Avenue			
*	South City Limit to Foothill Blvd.	Major	26,432	38,300
	Euclid Avenue			
*	South City Limit to Foothill Blvd.	Major	45,245	57,500
*	Foothill Blvd. to 16th St.	Major	35,455	38,300
*	16th St. to 21st St.	Major	14,781	38,300
	Mountain Avenue			
*	South City Limit to Foothill Blvd.	Major	40,561	57,500
*	Foothill Blvd. to 16th St.	Major	28,673	38,300
*	16th St. to 21st St.	Major	17,991	38,300
	East and West Routes			
	Arrow Highway			
	West City Limits to Benson Ave.	Secondary	22,514	28,800
	Benson Ave. to 3rd Ave.	Secondary	19,107	28,800
	3rd Ave. to East City Limits	Collector	13,337	14,400
	Foothill Boulevard			
*	West City Limits to Mountain Ave.	Major	34,728	38,300
*	Mountain Ave. to Euclid Ave.	Major	33,865	38,300
*	Euclid Ave. to East City Limits	Major	29,175	38,300
	6th Street			
	Benson Ave. to Mountain Ave.	Collector	10,821	14,400
	Mountain Ave. to Euclid Ave.	Collector	12,028	14,400
	Euclid Ave. to East City Limits	Collector	13,883	14,400
	8th Street			
*	West City Limits to San Antonio Ave.	Secondary	22,636	38,300
	San Antonio Ave. to East City Limits	Collector	11,775	14,400
	16th Street			
*	West City Limits to Benson Ave.	Secondary	28,656	38,300
*	Benson Ave. to Mountain Ave.	Secondary	33,619	38,300
*	Mountain Ave. to Euclid Ave.	Secondary	31,557	38,300
*	Euclid Ave. to East City Limits	Secondary	35,787	38,300

* Congestion Management Program Segments

TABLE 4

Buildout (Year 2015)

Traffic Volumes and Levels of Service

Street Name and Segment	General Plan Buildout	
	Traffic Volume	Level of Service
North and South Routes		
Benson Avenue		
South City Limit to Foothill Blvd.	26,105	D
Foothill Blvd. to 16th St.	27,632	E
16th St. to 21st St.	14,852	A
Campus Avenue		
South City Limit to Foothill Blvd.	11,859	C
Foothill Blvd. to 16th St.	21,900	C
16th St. to 20th St.	26,603	D
20th St. to 23rd St.	3,893	A
Central Avenue		
* South City Limit to Foothill Blvd.	26,432	B
Euclid Avenue		
* South City Limit to Foothill Blvd.	45,245	C
* Foothill Blvd. to 16th St.	35,455	D
* 16th St. to 21st St.	14,781	A
Mountain Avenue		
* South City Limit to Foothill Blvd.	40,561	B
* Foothill Blvd. to 16th St.	28,673	B
* 16th St. to 21st St.	17,991	A
East and West Routes		
Arrow Highway		
West City Limits to Benson Ave.	22,514	C
Benson Ave. to Euclid Ave.	19,107	B
Euclid Ave. to East City Limits	13,337	D
Foothill Boulevard		
* West City Limits to Mountain Ave.	34,728	D
* Mountain Ave. to Euclid Ave.	33,865	D
* Euclid Ave. to East City Limits	29,175	C
6th Street		
Benson Ave. to Mountain Ave.	10,821	B
Mountain Ave. to Euclid Ave.	12,028	C
Euclid Ave. to East City Limits	13,883	E
8th Street		
* West City Limits to San Antonio Ave.	22,636	A
San Antonio Ave. to East City Limits	11,775	C
16th Street		
* West City Limits to Benson Ave.	28,656	B
* Benson Ave. to Mountain Ave.	33,619	D
* Mountain Ave. to Euclid Ave.	31,557	C
* Euclid Ave. to East City Limits	35,787	D

* Congestion Management Program Segments

CITY OF UPLAND
2015 (BUILT OUT)
AVERAGE DAILY TRAFFIC VOLUMES (24 HOURS)

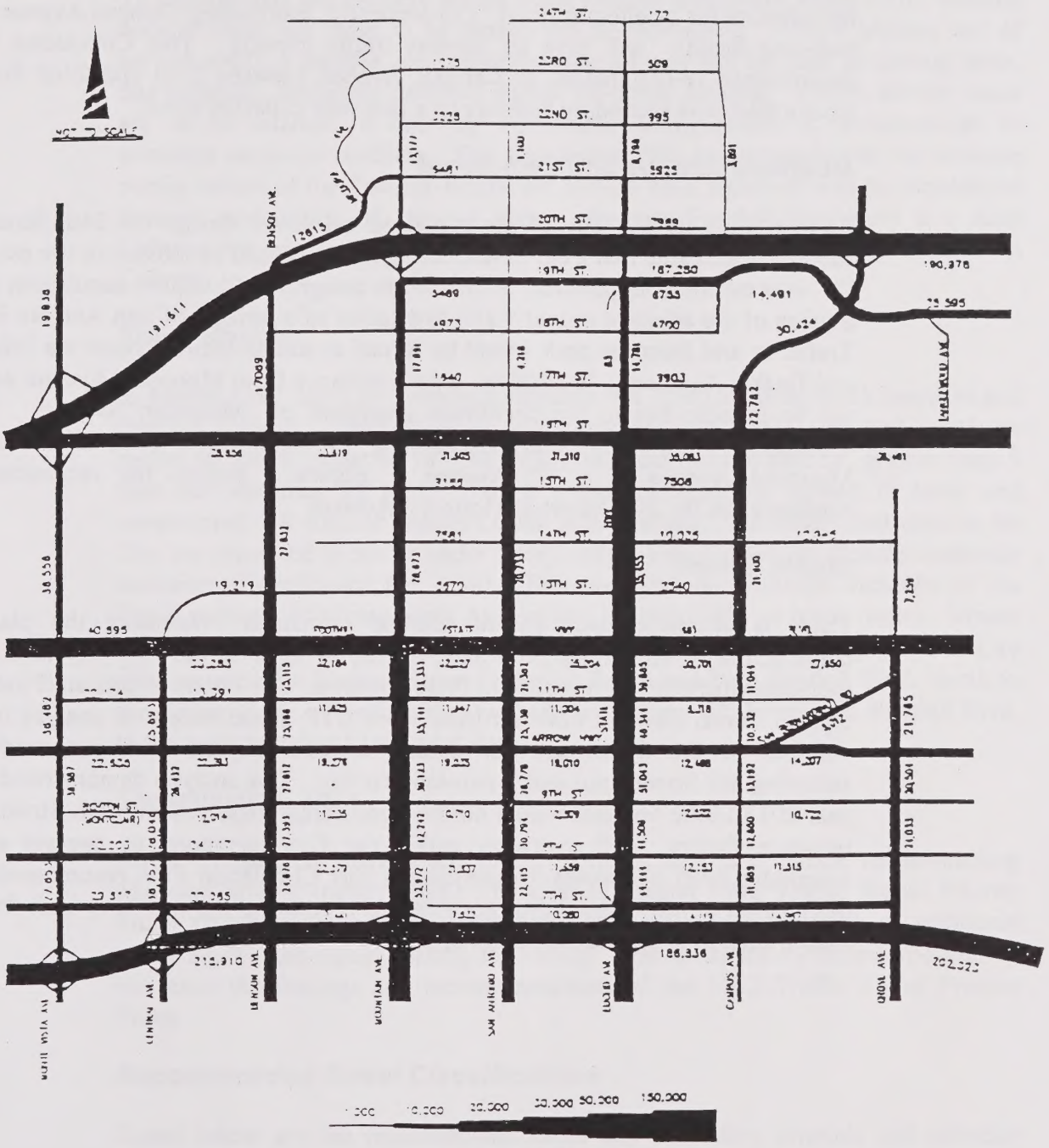


FIGURE 2

North Campus Avenue

In response to these neighborhood concerns regarding the planned widening of Campus Avenue between 20th and 23rd Streets from two to four lanes, City Public Works staff used its Travel Demand Forecast Model and CTP model output to analyze North Campus Avenue traffic volumes, assuming buildout of the updated Land Use Element plan. In the year 2015 (buildout), traffic volumes on Campus Avenue between 20th and 23rd Streets were calculated to be well below the capacity for a collector street. Consequently, maintaining Campus Avenue as a two-lane facility will have no adverse traffic impacts. This Circulation Plan recommends re-designation of Campus Avenue between 20th and 23rd Streets from a four-lane secondary highway to a two-lane collector street.

Mountain Avenue and 24th Street

Further study by the City of the proposed cul-de-sac design for 24th Street at Mountain indicated that a cul-de-sac configuration would be inferior to the existing "T" intersection configuration. A cul-de-sac design would require acquisition of a portion of the adjacent property and dedication of a portion of San Antonio Park. Traffic to and from the park would be forced to use an indirect route via Mildura and Deakin Avenues. In addition, a park entrance from Mountain Avenue would not be feasible due to the curvilinear alignment of Mountain Avenue. This Circulation Plan recommends maintaining the connection of 24th Street to Mountain Avenue as a "T" Avenue. *Figure 3* depicts the recommended configuration for 24th Street at Mountain Avenue.

Eighth Street

There is strong concern in the Upland community regarding the planned construction of 8th Street from San Antonio Avenue to the east City limit as a four-lane roadway. In response to these concerns, City Public Works staff used its Upland Travel Demand Forecast Model and CTP model output to analyze traffic volumes on 8th Street and surrounding north/south and east/west roadways assuming 8th Street remained a two-lane facility. This analysis demonstrated that year 2015 traffic volumes would not be significantly impacted with 8th Street as a two-lane facility. All roadways within the City continued to operate at an acceptable level of service. Consequently, this Circulation Plan recommends re-designation of 8th Street from San Antonio Avenue to the east City limit from a four arterial to a two-lane collector street.

Foothill Boulevard Service Roads

Currently, there is much variation regarding the location of access points along Foothill Boulevard service roads. Service road dimensions, availability of on-street parking and number and location of access points vary with each roadway segment. Consequently, it will be difficult to implement a standard service road design along the full length of Foothill Boulevard.

To provide safe and efficient access along Foothill Boulevard, many of the existing service roads will need to be phased out or redesigned. Where phasing out of service roads is feasible, the remaining right-of-way can be used as turning lanes, bus turnouts, landscape parkway and/or off-street parking. Where service roads are to be retained, a one-way with-traffic configuration is recommended to minimize vehicular conflicts. This Circulation Plan recommends that the ultimate configuration of the Foothill Boulevard service road rights-of-way be determined through preparation of precise plans. Because Foothill Boulevard is a state highway, the precise plans will need to be prepared by the City in cooperation with Caltrans.

Truck Routes

In March 1992, the City adopted Ordinance No. 1540 to assist truck travel in and through Upland. The ordinance establishes specific north/south and east/west routes for truck traffic of 18 tons or greater, and truck traffic of greater than 5 tons but less than 18 tons. *Figure 4* depicts restricted (under 18 tons) and unrestricted (18 tons or heavier) truck travel routes. All other roadways in the City are restricted to trucks under 5 tons only. This Circulation Plan recommends inclusion of Ordinance No. 1540. This plan also recommends inclusion of the City's portions of Monte Vista Avenue and Hospital Way as truck routes. Monte Vista Avenue did not exist at the time Ordinance No. 1540 was adopted. The City portions are from Richton Street to Arrow Route and from Foothill Blvd., north to the County Line. Hospital Way will extend between 11th Street and Foothill Blvd. at the west portion of Memorial Park.

Signalization Plan

Proper installation, phasing and timing of traffic signals is critical to maintaining adequate arterial traffic flows. The City of Upland 1992 Traffic Signal Priority Study reviews and makes recommendations regarding installation of additional traffic signals and signal phasing and timing. This Circulation Plan incorporates by reference the findings and recommendations of the 1992 Traffic Signal Priority Study.

Recommended Street Classifications

Listed below are the recommended major and secondary arterials and collector streets in the City of Upland. This lists incorporates recommendations for re-

classification and/or redesign discussed above. Modifications to the existing list presented in Section II of this Element are shown in italics.

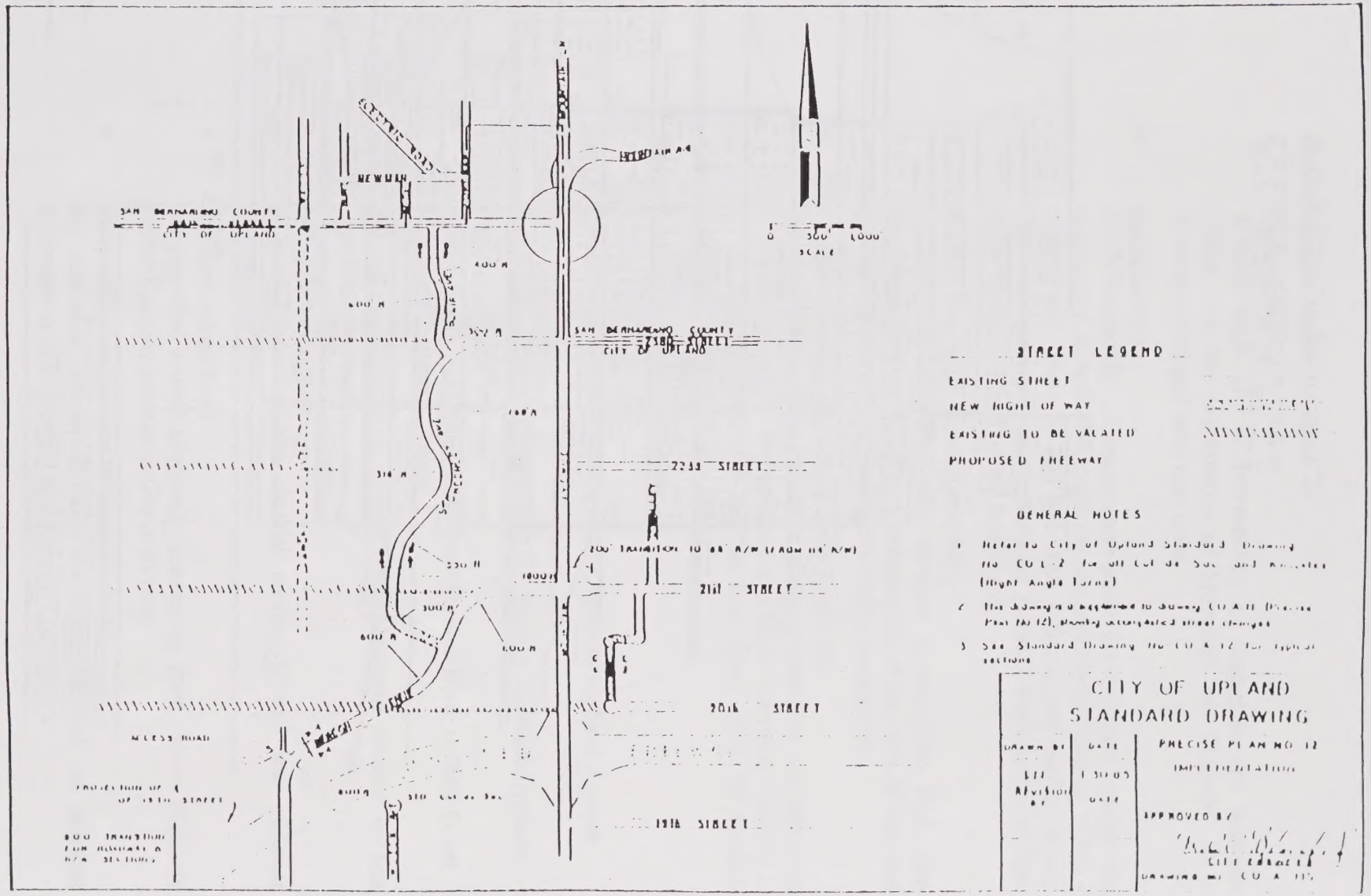

NEWMAN
SAN BERNARDINO COUNTY
CITY OF UPLAND
400' R
600' R
350' R
2233 STREET
100' R
350' R
200' TRANSITION TO 88' R/W (FROM 110' R/W)
2161 STREET
300' R
600' R
600' R
2018 STREET
ACCESS ROAD
PROJECTION OF 4 OF 19TH STREET
600' TRANSITION FOR ARTERIAL R/W SECTIONS
600' R
350' Cul de Sac
1918 STREET
0 300' 600'
SCALE
STREET LEGEND
EXISTING STREET
NEW RIGHT OF WAY
EXISTING TO BE VACATED
PROPOSED FREEWAY
GENERAL NOTES
1 Refer to City of Upland Standard Drawing No CU E-2 for all Cul de Sac and Knuckles (Right Angle Turns)
2 The following is applicable to Survey CU A 11 (Precise Plan No 12), showing anticipated street changes
3 See Standard Drawing No CU A 12 for typical sections
CITY OF UPLAND
STANDARD DRAWING
DRAWN BY
DATE
PRECISE PLAN NO 12
IMPLEMENTATION
REVISION BY
DATE
APPROVED BY
CITY ENGINEER
DRAWING NO CU A 11

Figure 3

City of Upland

RESTRICTED STREET
CLASSIFICATION MAP

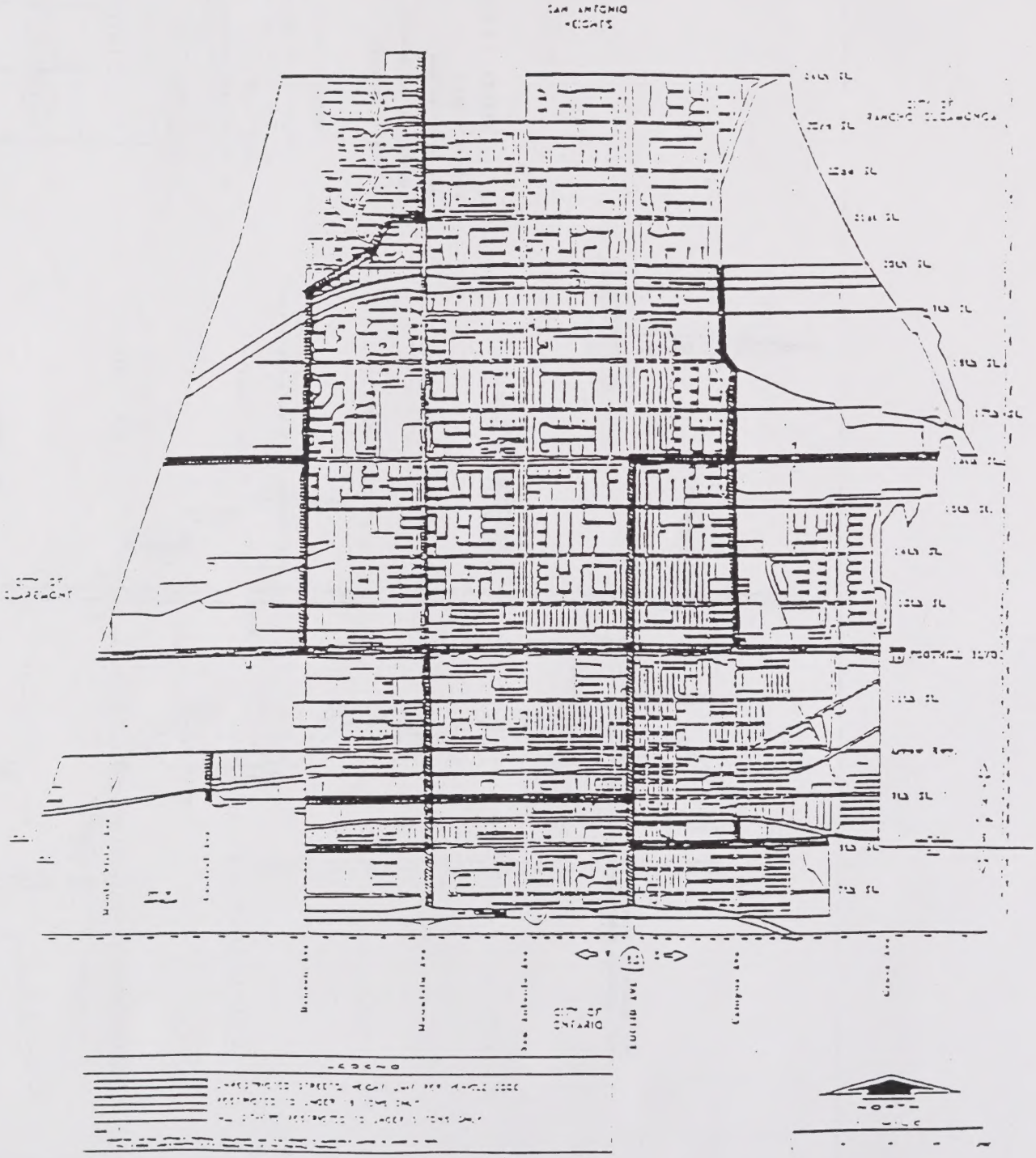


FIGURE 4

Recommended Major Arterials:

- Central Avenue
  A north-south arterial representing an important link between Upland and the communities of Montclair and Ontario. It is currently developed with four lanes.

- Euclid Avenue
  (State Route 83): A major north-south thoroughfare through the community, as well as through the adjacent city of Ontario. It has a right-of-way width of 200 feet with a landscaped median island. There are six traffic lanes south of Foothill Boulevard and four traffic lanes north of Foothill Boulevard.

- Foothill Boulevard (State Route 66)
  An east-west arterial which services communities from San Bernardino to Los Angeles. Configuration of the right-of-way and roadway dimensions will be determined by precise plan.

- Mountain Avenue (portion of State Route 30)
  A traffic artery in the north-south grid, approximately one mile west of Euclid Avenue. It is developed as a six-lane arterial from the I-10 to Foothill Boulevard and as four lanes north of Foothill Boulevard to the north City limits.

Recommended Secondary Arterials:

- Arrow Highway
  An east-west arterial from the west City limits to Third Avenue.

- Benson Avenue
  A north-south from the southern City limits to Mountain Avenue.

- Campus Avenue
  A north-south four-lane arterial from Foothill Blvd. to 20th Street.

- Eighth Street
  An east-west four-lane arterial from Mountain Avenue to San Antonio Avenue.

- San Antonio Avenue
  A north-south four-lane arterial serving Upland and adjacent communities.

- San Bernardino Road
  An east-west arterial diagonally connecting from Arrow Highway east of Campus Avenue to Grove Avenue.

- Sixteenth Street (portion of State Route 30)
  An east-west arterial through the City, as well as adjacent communities of Claremont and Rancho Cucamonga.

Recommended Collector Streets:

- East/West Collectors

  Arrow Highway from Third Avenue to the east City limit
  Campus Avenue between 20th and 23rd Streets; and south City limit to Foothill Blvd.
  Seventh Street
  Eighth Street from San Antonio to the east City limit
  Ninth Street
  Eleventh Street
  Thirteenth Street
  Fourteenth Street
  Fifteenth Street
  Seventeen Street
  Eighteenth Street
  Nineteenth Street (portion of State Route 30) from Mountain Avenue to east City limits
  Twentieth Street
  Twenty-first Street
  Twenty-second Street
  Twenty-third Street
  Twenty-fourth Street
  "A" Street
  "C" Street
  "D" Street

- North/South Collectors

  Alta Avenue
  Deakin Avenue
  First Avenue
  Grove Avenue
  Hospital Way
  Mildura Avenue
  Second Avenue
  Third Avenue
  Wilson Avenue

D. Town Center Parking

In June 1995, the City Public Works Department and Main Street, Inc. completed the Town Center Parking Study to address identified Town Center parking issues, including: parking conflicts between retail patrons and Metrolink commuters and better management of available parking spaces, including enforcement of time limits. Recommendations of this study included short-term and long-term solutions.

Short-term solutions included: designating certain public parking lots for limited parking (3 hour) during weekday business hours; implementing a parking sticker program; providing parking signs for positive guidance to the public areas; and daily parking enforcement by the Upland Police Department or a private enforcement agency.

Long-term solutions included: implementing angled parking along First Avenue between A and D Streets and on C Street between First and Third Avenues; and possible expansion of existing parking lots.

The city Council approved, by Resolution No. 4680, four of the study's short-term recommendations at their January 8, 1996 meeting. This plan incorporates, by reference, Resolution No. 4680 and the June, 1995, Town Center Parking Study. The remaining short-term and long-term recommendations not adopted with Resolution No. 4680 should be reviewed and implemented when feasible.

E. Public Transit

Upland's public transportation system includes: Air Transportation, Rail Transportation, Bus Transportation and Paratransit. Each of these contribute to a balanced multi-modal transportation plan and are an integral part of this Circulation Plan.

Air Transportation

Recent noise contours for the Ontario International Airport indicate that annual commercial operations (an operation is a takeoff or landing) have increased from 80,000 recorded in 1990 to 125,000 with a passenger load of 8.5 million annually. Any increases above 125,000 annual operations will require authorization from the State Air Resources Board.

Cable Airport is governed by the 1981 Cable Airport Master Plan. In 1994, the County of San Bernardino accepted intact and recertified the 1981 Master Plan for Cable Airport. Elements of the Master Plan propose: (1) the airport remains a Basic Utility State II General Service Airport; (2) a maximum of 209,000 annual operations; (3) maintenance of present flight patterns; and (4) enforcement of noise abatement procedures to avoid significant expansion of present noise contours.

In addition, the 1981 Cable Airport Comprehensive Airport Land Use Plan also remains in force. The plan sets forth polices pertaining to: (1) mitigation of noise emanating from airport operations; (2) inhibition of incompatible land uses in the planning area boundaries of the airport; and (3) provision of adequate vehicular access to the airport in such a manner that airport surface traffic is directed away from sensitive land uses. Expansion of Cable Airport's operations or noise contours above those level specified in its Master Plan and Airport Land Use Plan is prohibited.

Rail Transportation

Metrolink provides light rail service from Upland to Los Angeles and other San Bernardino County cities during a.m. and p.m. weekday hours. This service was recently expanded to include Saturday operations of the Upland Metrolink line.

Bus Transportation / Paratransit

Upland currently is served by four regular Omnitrans bus lines: Routes 62, 64, 73 and 74. In addition, Omnitrans has plans to add Route 67, an Upland Community Shuttle. The shuttle will serve Upland residents, linking residential areas with: (1) Upland Metrolink Station, (2) Montclair Transcenter, and (3) neighborhood shopping centers and services. Shuttle services will be provided by electric shuttle, Monday through Saturday.

Omnitrans also will continue Upland's two existing paratransit services: dial-a-cab for senior citizens and persons with disabilities, and Access Service for persons with disabilities. The existing private taxi service also is anticipated to continue operation.

F. Nonmotorized Transport

The City of Upland Bicycle and Pedestrian Facilities Master Plan, adopted April 24, 1995, provides a blueprint to link and improve the City of Upland's existing bikeways and pedestrian paths. This Master Plan was prepared with a grant the City received from the Intermodal Surface Transportation Efficiency Act (ISTEA), a statewide initiative to promote the development of alternative transportation modes through finding bicycle and pedestrian projects.

Recommendations of the Master Plan include designating the following routes for bicycles: Monte Vista Avenue, Benson Avenue, Euclid Avenue, Campus Avenue, 16th Street, Foothill Boulevard, Arrow Highway and "A" Street. Recommended pedestrian improvement areas consist of: Euclid Avenue, Town Center/Metrolink Station, Southern Pacific/ Pacific Electric Right-of-Way, Memorial Park Connector, Cucamonga Wash and San Antonio Wash. This Circulation Element incorporates the 1995 Upland Bicycle and Pedestrian Facilities Master Plan as the nonmotorized circulation element for the City. An Executive Summary of the Master Plan in contained in Appendix B.

GOALS AND STRATEGIES

Overall objectives of the Circulation Element and its recommended Circulation Plan include:

- Development of a transportation system that will support the comprehensive goals of the region.
- Creation of a balanced transportation system that is both integrated with and supports planned land uses.
- Protection of residential neighborhoods from traffic intrusion while accomodating local and through traffic.
- Development of a transportation system that is financially, legally and politically feasible and has broad public support, and has a commitment to its implementation by elected officials and those providing transportation services.
- Efficient use of existing transportation facilities.

To forward these objectives, the following goals and strategies are adopted as part of the City of Upland Circulation Element:

Goal 1

To develop transportation planning, services and facilities that are coordinated with and support the Land Use Plan.

Strategies

- Any new development of property shall be required to provide adequate right-of-way width for possible future needs and to provide for traffic patterns necessary to accommodate future growth needs.
- As part of the annual review process of the Capital Improvement Program and Congestion Management/Comprehensive Transportation Plan Program, street system functions shall be reviewed to identify problems and actively pursue implementation of needed improvements in a timely manner.
- All streets in the City shall be constructed in accordance with the Circulation Plan (*Figure 1 Master Plan of Streets and Highways*) and construction standards as established by the City Public Works Director.
- Wherever applicable, rights-of-way required for designated street improvements shall be reserved, and land uses and development that could preclude the timely acquisition of the lands for traffic circulation purposes shall be prohibited.

- Approval of all new development shall be correlated with roadway improvements that would be necessary to either: maintain an acceptable level of service; or reduce the impact of the development below the established minimum level of service. Development should not be authorized until appropriate funding mechanisms are in place to fund associated roadway improvements.
- Development shall be regulated by intensity, type, location and phasing to ensure the provision of minimum acceptable peak hour level of service operation.
- Private streets shall be permitted only where they are found to satisfy applicable City standards and where their maintenance and operation can be shown to satisfy City requirements.

Goal 2

To minimize the impact of existing and future roadways on adjacent land uses, particularly residential, and ensure compatibility between land uses and roadway facilities to the greatest extent possible.

Strategies

- Non-local through-traffic shall be discouraged from traversing the City on collector and local streets. The major and secondary highway system are intended to accommodate non-local traffic.
- Direct access of new residential developments onto major arterial streets shall be discouraged.
- Where feasible, circulation improvements shall be implemented that minimize impacts on adjacent residential neighborhoods.
- Noise sensitive land uses shall be located away from heavily traveled roadway facilities wherever possible, consistent with policies of the Land Use and Noise Elements.
- Wherever possible, a buffer zone shall be required between residential land uses and arterial highway facilities.
- Buffer measures shall be required between any land use and the I-10 and Route 30 Freeways.
- All roadways shall be encouraged to be designed in a manner that will enhance the interplay of vehicular and pedestrian safety.
- Truck traffic shall be limited to those routes established by City ordinance.
- Parking of trucks shall be regulated where necessary to discourage parking on primarily residential streets and in other locations where they are incompatible with adjacent land uses.

Goal 3

To accommodate alternative modes of transportation to the private automobile in the City, including non-motorized transportation (bicycle and pedestrian), public transportation and recreational trails.

Strategies

- Public transportation facilities shall be promoted that: (1) provide a viable alternative to the automobile; (2) satisfy the transportation needs of the commuters, the economically disadvantaged, the aged, the young, and the disabled; and (3) promote service at a reasonable and equitable cost to both the users and the general community.
- Every effort shall be made to implement the recommendations and policies of the 1995 City Bicycle and Pedestrian Facilities Master Plan.
- Regional commuter rail service shall be encouraged.
- Increased inter-community and regional bus service shall be encouraged.
- All new development shall be required to provide sidewalks, in accordance with the Master Plan of Streets and Highways.
- Pedestrian connections shall be encouraged between commercial uses and adjacent residential development through the City site planning review process.
- The special needs of the physically disadvantaged shall be recognized by ensuring that all sidewalks, streets and street crossings, public areas, and related facilities that are normally used by the general public will be accessible to the physically disabled.

Goal 4

To achieve a balance between parking supply and demand so that an adequate supply of parking is provided to meet the demands generated by the Land Use Element.

Strategies

- The City Zoning Code shall be periodically reviewed to ensure that parking requirements for new development accurately reflect the demand for parking generated by land uses with the City.
- All new development shall be required to provide adequate parking to meet their parking demands on-site or in consolidated parking facilities in close proximity to their site.
- Parking concepts that relate to joint or shared parking use to maximize utilization of existing and proposed parking facilities shall be considered.

- Whenever a development proposed to provide less parking than that required by the City Zoning Code, the applicant for that development shall submit a parking demand analysis to the City Public Works Director for review and approval.

Goal 5

To promote the aesthetic qualities of the street system:

Strategies

- Scenic attributes of Euclid Avenue shall be protected and enhanced.
- Wherever feasible, street construction and improvement projects shall be designed with a concern for street aesthetics, including street trees, landscaping and paving materials.
- All new development shall be encouraged to provide landscaped parkways, appropriate pedestrian amenities and other streetscape improvements that improve the aesthetics of the roadway to both vehicular and pedestrian traffic.
- Adequate street lighting that is energy efficient and appropriate to the area shall be encouraged.

Goal 6

To ensure that land use and transportation projects under the jurisdictions of private and other public agencies are compatible with the objectives of the City of Upland Circulation Element.

Strategies

- Prior to development, all land use and transportation projects in the unincorporated portions of Upland's sphere-of-influence shall be reviewed and approved by the City Planning Commission for compliance with applicable City transportation policies.
- Any proposal to modify or expand Cable Airport operations or facilities shall be reviewed and approved by the City Planning Commission.
- The provisions of the Cable Airport Master Plan shall continue to regulate future airport expansion.
- Every effort shall be made to coordinate with the State, regional and local governments and agencies on the future development and use of Route 30.
- Every effort shall be made to coordinate with the State, regional and local governments and agencies to ensure that any future improvements to the state highway system are conducted to the City's best interest.

IMPLEMENTATION

The following indicates the programs that may be carried out by the City of Upland to implement the goals and strategies of the Circulation Element.

A. Annual Seven-Year Capital Improvement Program

The City shall prepare an annual update to its Seven-Year Capital Improvement Program. This shall include the list of infrastructure improvements intended to be implemented by the City of the next seven-year period, a priority ranking of those projects, and identification of the available sources of funding to finance implementation of each improvement project.

B. Traffic Signal Plans

As part of its annual Seven-Year Capital Improvement Program, the City shall review the need for installation of additional traffic signals. The City shall also allocate or seek funding for the periodic evaluation of signal timing in the City so as to maintain efficient signal phasing and timing responsive to on-going traffic volumes. This review shall be conducted consistent with the findings and recommendations of the 1992 Traffic Signal Priority Study.

C. Infrastructure Cost Allocation / Reimbursement Program

City Ordinance No. 4400, adopted May 1993, establishes a Master Fee Schedule to compensate the City for the costs of providing services and mitigating impacts associated with development. This ordinance establishes street and traffic facility development fees and an associated payment schedule for all new residential, commercial and industrial development in the City. All new developments will be reviewed for conformity with this City Master Fee Schedule ordinance.

D. Buffer Sensitive Land Use

As part of the site plan review process, the City shall encourage developers to locate noise sensitive land uses away from heavily traveled roadways through the provision of landscaped buffers between such uses.

E. Inter-Agency Coordination

City staff shall participate in meetings with other governmental agencies, where practical, whenever program or policy discussion relating to transportation facilities that would affect the City of Upland are being discussed.

F. Transportation Demand Management

City Ordinance No. 1594, adopted December 1993, establishes transportation demand management strategies consistent with the County 1992 Congestion Management Ordinance. Recommended strategies include bicycle and pedestrian facilities, transit improvements, passenger loading areas, telecommuting centers and video conferencing facilities, and incentives to promote carpooling and vanpooling. As part of the site plan review process, the City shall review proposed developments to determine conformance with the City Congestion Management Program ordinance and pending CTP policies. Upon adoption of the CTP, the City shall review and, if appropriate, amend City Ordinance No. 1594 to ensure consistency with the CTP.

G. Traffic Impact Analysis Standards

As part of the site plan review process, the City shall determine whether a proposed development will require preparation of a traffic impact study. Required traffic impact studies shall be prepared consistent with City ordinance and County transportation policies.

H. Bicycle and Pedestrian Master Plan

As part of the site plan review process, the City shall determine whether a proposed development will impact the recommendations and policies of the 1995 City Bicycle and Pedestrian Facilities Master Plan. In addition, the City shall review the Master Plan periodically as a source of input to the City's Seven-Year Capital Improvement Program.

I. Parking Code Requirements.

The City shall review the parking requirements included in the zoning Ordinance for all land use categories, at least once every five years to ensure that parking requirements for new development accurately reflect the demand for parking generated by land uses with the City. As part of the site plan review process, the City shall review a proposed development for compliance with the parking code. Opportunities for joint or shared parking arrangements will be considered upon review and approval by the Public Works Director of a parking demand analysis.

J. Precise Plans and Standard Drawings

Specific street standards for design and improvement are set forth in numbers Precise Plans and Standard Drawings as well as Article VII of the Upland Municipal Code. These plans and standards shall be applied as appropriate to future transportation improvements.

Appendix A
Level of Service

Level of service is a qualitative measure that describes operational conditions within a vehicular traffic stream. Level of Service measurement considers such factors as speed, travel time, freedom to maneuver, traffic interruptions, comfort and convenience, and safety. The criteria evaluates variable level of service conditions depending on type of roadway and whether the traffic flow is considered interrupted or uninterrupted.

A description of level of service and v/c ratio is as follows:

Level of Service	(V/C Range)
A	0.0 - 0.65

Low volume, high speed traffic. Individual users are virtually unaffected by the presence of others in the traffic stream. No vehicle waiting.

B	0.65 - 0.75

Stable flow of traffic. Presence of other users in the traffic stream begins to be noticeable, but there is still considerable freedom to select desired speed. Only slight decline in the freedom to maneuver.

C	0.75 - 0.85

Operating speeds and maneuverability controlled by other traffic. Individual users significantly affected by others in the traffic stream.

D	0.85 - 0.93

High density but stable traffic flow. Freedom to maneuver is severely restricted. Poor level of comfort and inconvenience. Design standard for urban areas.

E	0.93 - 1.00

Operating conditions at or near the capacity level. All speeds are reduced to a low, relatively uniform, traffic flow.

F	N/A

Unstable traffic flow. Stoppages, frequently of long duration, occur.

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